



DEPARTMENT OF THE NAVY

ELECTRONIC ATTACK SQUADRON 132

UNIT 25408

FPO AP 96801-8418

IN REPLY REFER TO:  
5750

Ser 00/209

14 May 14

From: Commanding Officer, Electronic Attack Squadron 132  
To: Director of Naval History, Washington Navy Yard, DC 20374-5060  
Subj: COMMAND OPERATIONS REPORT FOR 2013  
Ref: (a) OPNAVINST 5750.12K

1. Command data

- a. Command: Electronic Attack Squadron 132 (VAQ-132)
- b. UIC: 09615
- c. Name and Rank of Commanding Officer: Kurtz, John W. D.; Commander
- d. Last/First/Middle Name: Kurtz/John/William David
- e. Rank: Commander
- f. Date Assumed Command: 2012-10-4
- g. Command Mission: Airborne Electronic Attack
- h. Permanent Location: Naval Air Station Whidbey Island, WA
- i. Immediate superior in command: Captain John P. Springett, Commander, Electronic Attack Wing, U.S. Pacific Fleet
- j. Operational superior in command: N/A
- k. Administrative superior in command: N/A
- l. Task force, unit name, and mission plan(s) or operation(s): N/A
- m. Forces, commands, ships, squadrons, or units under operational control: N/A
- n. Type and Name of Aircraft Assigned and Tail Codes: Five Boeing EA-18G Growlers
  - Tail Code: 540 Bureau Number: 166934
  - Tail Code: 541 Bureau Number: 166935
  - Tail Code: 542 Bureau Number: 166943
  - Tail Code: 543 Bureau Number: 166937
  - Tail Code: 544 Bureau Number: 166939
- o. Commands, dets, or units stationed aboard as tenant activities: N/A
- p. Number of personnel assigned: 177
- q. Officers, enlisted or civilian: 24 officers, 153 enlisted, 0 civilian

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r. Point of contact:

Name: Lieutenant James McKinney  
Title: Public Affairs Officer  
Email: (b) (6)  
Phone: [REDACTED]  
Mailing: VAQ-132 Unit 25406, 3760 N. Charles Porter Avenue, Oak Harbor, WA 98278-5038

2. Commander's Assessment

a. 2013 was a year of preparation and training for VAQ-132 as they returned from the first Growler Deployment to the U.S. Pacific Command (PACOM) area of responsibility. The deployment was a great success as the Scorpions integrated and trained with United States allies in this area of growing strategic importance.

b. In February, the squadron returned home from deployment by traveling from snowy Misawa Air Base to NAS Whidbey Island and greeted by a warm welcome from family and friends. After a brief rest period, squadron personnel went back to work preparing for a new work-up cycle. In March, two jets traveled to NAS Oceana for Strike of the Month training, and in April, two jets participated in a very successful High Speed Anti-Radiation Missile (HARM) shoot exercise at NAS Point Mugu, California.

c. The Summer started off with Unit Level Training at NAS Whidbey Island with aircrew working on refining their tactics and building on qualifications. July started off great with a Command Fourth of July picnic for all the Squadron and their families. Later in the month, VFC-12 traveled out to Whidbey from NAS Oceana to play the role of aggressor for the first ever Pacific Northwest Shootout. VAQ-132 was able to get much of their Basic Fighter Maneuver (BFM) requirements done in a short period of just a couple of weeks.

d. August began with the squadron departing for Eielson Air Force Base, Alaska, located in Fairbanks, to participate in "Red Flag Alaska." This event marked the beginning of workups for the upcoming return to PACOM and Misawa, scheduled for early 2014. The Scorpions participated in multiple large force exercises with the United States Air Force, the Japanese Air Self Defense Force, the Republic of Korea Air Force, and the Royal Australian Air Force.

e. In September, the squadron continued training aircrew in threat Suppression and Electronic Attack tactics, techniques, and procedures. In late September, the Squadron began the Growler Electronic Warfare Advanced Readiness Program (EWARP). The squadron successfully completed the classroom portion of EWARP by the end of September and then began the flying and simulator portion of EWARP.

f. In October, Growler Weapons School Instructors evaluated VAQ-132 aircrew on their mission readiness and tactical knowledge via a full squadron detachment to Mountain Home AFB, Idaho and its Electronic Warfare Range. During this process, the squadron aircrew completed a significant portion of the Growler Weapons and Tactics Program (GWTP) syllabus. November was spent completing remaining EWARP events with a small number of aircrew joining VAQ-

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135 at Nellis Air Force Base to gain more exposure to large force tactics and exercises.

g. Immediately following Thanksgiving liberty, VAQ-132 departed Whidbey for a two week detachment to Nellis AFB. This would mark the final detachment of the year for the Scorp and wrapped up their work-ups for the upcoming deployment. Following their return to Whidbey Island from Las Vegas, the Scorp began their Christmas and New Year's leave periods, all the while looking forward to their upcoming deployment back to Japan and the Pacific.

### 3. Chronology and Narrative

#### **January**

- 01-31 Normal flight operations onboard NAF Misawa, Japan.
- 01-06 Squadron participated in training flights with the 14<sup>th</sup> FS.
- 01-13 Squadron participated in training flights with VP-10 P-3s.
- 21 Advanced personnel depart NAF Misawa, Japan and return to NAS Whidbey Island, WA.
- 30 Mainbody personnel depart NAF Misawa, Japan and return to NASWI.

#### **February**

- 01 All squadron aircraft depart NAF Misawa, Japan and arrive at Wake Island, U.S. Support aircraft departs NAF Misawa, Japan and arrives at Wake Island, U.S.
- 02 All squadron aircraft depart Wake Island, U.S. and arrive at Hickam AFB, HI. Chase departs Wake Island, U.S. and arrives at Hickam AFB, HI.
- 04 All squadron aircraft depart Hickam AFB, HI and arrive at NASWI. NASWI chase departs Hickam AFB, HI and arrives at NASWI.
- 05-28 Normal flight operations onboard NASWI.
- 06-20 POM 1 period for half the squadron.
- 20-06 POM 2 period for rest of the squadron.
- 21 Three aircraft depart NASWI and arrive at NAS Fallon, NV.
- 22 Three aircraft depart NAS Fallon, NV and return to NASWI.
- 27 Two jets fly to NAS Fallon, NV for day training and return to NASWI at night.

#### **March**

- 01-31 Normal flight operations onboard NASWI.
- 01 Two aircraft depart NASWI and arrive at NAS North Island, CA.
- 02 Two aircraft depart NAS North Island, CA and return to NASWI.
- 06 POM 2 personnel return.
- 18-24 Squadron participates in joint training evolutions with VAQ-135 and VAQ-136.
- 27 Two squadron aircraft depart NASWI and arrive at NAS Oceana, VA for strike of the month training.
- 29 Two squadron aircraft depart NAS Oceana and return to NASWI.

#### **April**

- 01-07 Normal flight operations onboard NASWI.

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- 04 Two squadron aircraft depart NASWI and arrive at NAS Point Mugu, CA.
- 05 Squadron participates in HARM exercise onboard NAS Point Mugu, CA. Two Squadron aircraft depart NAS Point Mugu, CA and arrive at NAS Fallon, NV. Two squadron aircraft remain at NAS Fallon, CA for utilization and support to the Growler Tactics Instructor course.
- 06 Maintenance personnel depart NASWI and arrive at NAS Fallon, NV.
- 08-30 Unit Level Simulator Training onboard NASWI. All available squadron aircraft in Post-Deployment Maintenance Inspection.

**May**

- 01-02 Unit Level Simulator Training onboard NASWI.
- 03-31 Normal flight operations onboard NASWI.
- 03 One squadron aircraft departs NAS Fallon, NV and arrives at NASWI.
- 06-10 Squadron participates in the NATOPS unit evaluation onboard NASWI.
- 16 Two squadron aircraft depart NASWI and arrive at NAS Fallon, NV.
- 17 One squadron aircraft participates in training at NAS Fallon, NV. One squadron aircraft departs NAS Fallon, NV and returns to NASWI.
- 22 Squadron observes a safety stand down and no fly day in observance of Memorial Day.
- 29 Squadron participates in joint training evolution with VAQ-139.
- 31 One squadron aircraft departs NASWI and arrives at NAS Fallon, NV.

**June**

- 1-30 Normal flight operations onboard NASWI.
- 1 Two jets are stuck at NAS Fallon with maintenance issues.
- 4 Two jets return from NAS Fallon.
- 5-7 Maritime employment exercise with VP-46, followed by O'Club social on the 7 May.
- 18-20 Aviation Maintenance Inspection passed. 36 programs on track, 4 NMA, Zero off-track.
- 20 P-8 integration with aircraft 542, three aircrew ride along with P-8.
- 26 One squadron aircraft departs for Mountain Home AFB, remains stuck there with a Hydraulic leak in the landing gear.
- 28 Aircraft returns from Mountain Home AFB. Squadron receives two aircraft from VAQ-129 (546 and 572).

**July**

- 1 CO gives day off for AMI excellence.
- 2 Ready Room project.
- 3 Command Picnic on base by softball fields.
- 4-7 72 hour liberty for Fourth of July.
- 8-23 Normal flight operations onboard NASWI.
- 13 Hail and Farewell for CW04 (b)(6) and new squadron additions at LT (b)(6) house.
- 18 Hail and Farewell for LT (b)(6) at O'Club.
- 23-31 Pacific Northwest Shootout with VFC-12. BFM events.

**August**

- 1-6 Pacific Northwest Shootout continues.
- 3 ADVON to Eielson AFB for RFA 13-3.

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- 7        Airlift and flyoff for RFA 13-3 at Eielson AFB in Fairbanks, AK.  
         Four jets Coronet to Eielson AFB.
- 8-22    ULT events at Eielson AFB in Red Flag Alaska 13-3.
- 23       Airlift back to NASWI, four jets fly back to NASWI.
- 24-26   72 hour liberty following return from Red Flag.
- 27-30   Normal flight operations at NASWI (NVD & JHMCS).
- 30-31   72 hour liberty for Labor Day.

**September**

- 1-2       72 hour liberty for Labor Day.
- 3-19    Normal Flight Operations at NASWI (NVD & JHMCS).
- 5-8       Tailhook Reunion.
- 20-30   EAWS Advanced Readiness Program (ARP) Academics.

**October**

- 1-20    ARP simulators.
- 1-20    Normal Flight Operations at NASWI.
- 21       Four jets leave for Mountain Home AFB (MHAFB) for ARP flights.
- 22-30   ARP events at MHAFB. GWTP events and ULT training.
- 30       Four jets return from Mountain Home AFB to NASWI.

**November**

- 1-30    Normal flight Operations at NASWI.
- 4        One jet departs NASWI for Nellis AFB.
- 4-15    One jet at Nellis AFB for GWTP and LFE training.
- 15       One jet returns to NASWI from Nellis AFB.
- 28-30   Liberty for Thanksgiving Holiday.

**December**

- 1        Liberty for Thanksgiving Holiday.
- 2        Four jet depart NASWI enroute to Nellis AFB.
- 3-14    Four jets at Nellis AFB to participate in NF13.
- 3-14    GWTP and ULT training at Nellis AFB.
- 14-15   Four jets return to NASWI from Nellis AFB.
- 17       Command Christmas Party.
- 18       Special liberty day for Command.
- 18-29   POM 1 leave period for half of the command.
- 19       ULT flights at NASWI.
- 20       Snow Day. Squadron is closed for the day.
- 23       ULT flights at NASWI.
- 23-30   Christmas week.
- 24-26   Half-day on 24<sup>th</sup> followed by Christmas Liberty for the 25<sup>th</sup>-26<sup>th</sup>.
- 27       Half of command on POM 2 leave period.
- 31       Half day for New Year's Eve.

4. Supporting Reports

- a.    N/A

5. Published documents

- a.    Published news articles:

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(1) VAQ-132 Returns from First PACOM Deployment

(2) Scorpions Harm Point Mugu

b. VAQ-132 Command History

c. Semi-Annual safety facts sheet

6. Photographs

a. CDR John W.D. Kurtz

b. CDR William R. McCombs

c. CMC Derrick K. Cote

d. EA18G - 166934 (AC 540)

*W. R. McCombs*  
W. R. McCOMBS

COMVAQWINGPAC SQUADRON SEMI-ANNUAL SAFETY FACT SHEET

UNIT VAQ-132

DATE SUBMITTED 10JUL13

REPORT FOR PERIOD ENDING 31 DEC / 30 JUN (circle one) (RCS 3750-2)

A. SAFETY PERSONNEL REFERENCE DATA

NAME

TELEPHONE NUMBERS

(b) (6)

DUTY OFFICES: DO 360-257-8041

SDO 360-257-8041

Date Aviation Safety Officer (ASO) attended ASO School 03MAY12

Date Commanding Officer attended Aviation Safety  
Command (ASC) School 26JAN11

Date Executive Officer attended Aviation Safety  
Command (ASC) School 14FEB12

Date of last Class "A" flight mishap 05JUL70

Hours flown since last Class "A" flight mishap 72,601.3

Date of last Class "A" flight related mishap N/A

Date of last Class "A" aircraft ground mishap N/A

Date of last safety survey/conducted by 15APR13 / NSC

Dates of Quarterly Safety Stand-downs 02JAN12 / 22MAY13

Date of last Safety and Occupational Health inspection 01MAR13

Air Wing attached to N/A

Carrier attached to N/A

Battle Group Commander (radio message PLAD) COMVAQWINGPAC

B. EXPOSURE / ENVIRONMENT / READINESS

		NON-DEPLOYED	DEPLOYED	TOTAL
HOUR FLOWN - DAY (USE SHARP DATA)	DAY	<u>444.9</u>	<u>155.4</u>	<u>600.3</u>
	NIGHT	<u>30.7</u>	<u>38.6</u>	<u>69.3</u>
	TOTAL	<u>475.6</u>	<u>194.0</u>	<u>669.6</u>
TRAPS (USE SHARP DATA)	DAY			<u>N/A</u>
	NIGHT			<u>N/A</u>
	TOTAL			<u>N/A</u>

DEPLOYED (EMBARKED HOURS plus Non-afloat deployed hours)

TOTAL 194.0

C. AVIATION SAFETY

	<u>MISHAP #</u>	<u>DTG</u>	<u>DESCRIPTION</u>
CLASS A	<u>N/A</u>	<u></u>	<u></u>
CLASS B	<u>N/A</u>	<u></u>	<u></u>
CLASS C	<u>N/A</u>	<u></u>	<u></u>
HAZREPS (LIST EACH SEPARATELY)	<u>N/A</u>	<u></u>	<u></u>
EXPLOSIVE MISHAPS	<u>N/A</u>	<u></u>	<u></u>
NAVSOH VIOLATIONS	<u>N/A</u>	<u></u>	<u></u>
HAZMAT VIOLATIONS	<u>N/A</u>	<u></u>	<u></u>

D. GENERAL SAFETY

PERSONNEL INJURIES - Fault and no fault  
(Note-only those requiring OPNAV 5102/2  
or WESS report.)

ON DUTY

OFF DUTY

1

2

MOTOR VEHICLES MISHAPS - Fault and no fault  
(Note-only those requiring OPNAV 5102/2  
or WESS report.)

0

0



E. SAFETY PROGRAM DATA

NATOPS CHANGE RECOMMENDATIONS (other than grammar, punctuation, etc. corrections)	<u>0</u>
SAFETY ARTICLES SUBMITTED FOR NAVY-WIDE PUBLICATION (Approach, Mech, Bravo Zulu, Community Safety Gram etc.)	<u>2</u>
SAFETY ARTICLES PUBLISHED IN-HOUSE (May include POD notes.)	<u>26</u>
SAFETY POSTERS SUBMITTED	<u>0</u>
AIRPAC "PRO OF THE WEEK" AWARD SUBMISSIONS	<u>0</u>
OP HAZARD/ANYMOUSE REPORTS	<u>0</u>
4790 REPORTS SUBMITTED (HMR, TPDR, EI REQUEST, ETC.)	<u>6</u>
AIRCRAFT, SURVIVAL EQUIPMENT, GSE, FACILITIES SAFETY RECOMMENDATIONS	<u>0</u>

# COMVAQWINGPAC SQUADRON SEMI-ANNUAL SAFETY FACT SHEET

UNIT VAQ-132

DATE SUBMITTED 06JAN14

REPORT FOR PERIOD ENDING 31 DEC / 30 JUN (circle one) (RCS 3750-2)

## A. SAFETY PERSONNEL REFERENCE DATA

NAME

TELEPHONE NUMBERS

(b) (6)

DUTY OFFICES: DO 360-257-8041

SDO 360-257-8041

Date Aviation Safety Officer (ASO) attended ASO School 15OCT13

Date Commanding Officer attended Aviation Safety  
Command (ASC) School 25JAN11

Date Executive Officer attended Aviation Safety  
Command (ASC) School 14FEB12

Date of last Class "A" flight mishap 05JUL70

Hours flown since last Class "A" flight mishap 72,601.3

Date of last Class "A" flight related mishap NA

Date of last Class "A" aircraft ground mishap NA

Date of last safety survey/conducted by 15APR13 / NSC

Dates of Quarterly Safety Stand-downs 28AUG13 / 19NOV13

Date of last Safety and Occupational Health inspection 11SEP13

Air Wing attached to NA

Carrier attached to NA

Battle Group Commander (radio message PLAD) COMVAQWINGPAC

B. EXPOSURE / ENVIRONMENT / READINESS

		ASHORE	EMBARKED	TOTAL
HOUR FLOWN - DAY (USE SHARP DATA)		745.1	0.0	745.1
	NIGHT	134.7	0.0	134.7
	TOTAL	879.8	0.0	879.8
TRAPS (USE SHARP DATA)	DAY			NA
	NIGHT			NA
	TOTAL			NA
DEPLOYED (EMBARKED HOURS plus Non-afloat deployed hours)				
	TOTAL	0.0		

C. AVIATION SAFETY

	MISHAP #	DTG	DESCRIPTION
CLASS A	NA		
CLASS B	NA		
CLASS C	NA		
HAZREPS (LIST EACH SEPARATELY)	05-13	1374769592702	TFOA
	06-13	1377792143860	Ven Failure
EXPLOSIVE MISHAPS	NA		
NAVSOH VIOLATIONS	NA		
HAZMAT VIOLATIONS	NA		

D. GENERAL SAFETY

	ON DUTY	OFF DUTY
PERSONNEL INJURIES - Fault and no fault (Note-only those requiring OPNAV 5102/2 or WESS report.)	3	2
MOTOR VEHICLES MISHAPS - Fault and no fault (Note-only those requiring OPNAV 5102/2 or WESS report.)	0	0

E. SAFETY PROGRAM DATA

**NATOPS CHANGE RECOMMENDATIONS**

(other than grammar, punctuation, etc. corrections)

0

**SAFETY ARTICLES SUBMITTED FOR NAVY-WIDE PUBLICATION**

(Approach, Mech, Bravo Zulu, Community Safety Gram etc.)

0

**SAFETY ARTICLES PUBLISHED IN-HOUSE** (May include POD notes.)

24

**SAFETY POSTERS SUBMITTED**

0

**AIRPAC "PRO OF THE WEEK" AWARD SUBMISSIONS**

0

**OP HAZARD/ANYMOUSE REPORTS**

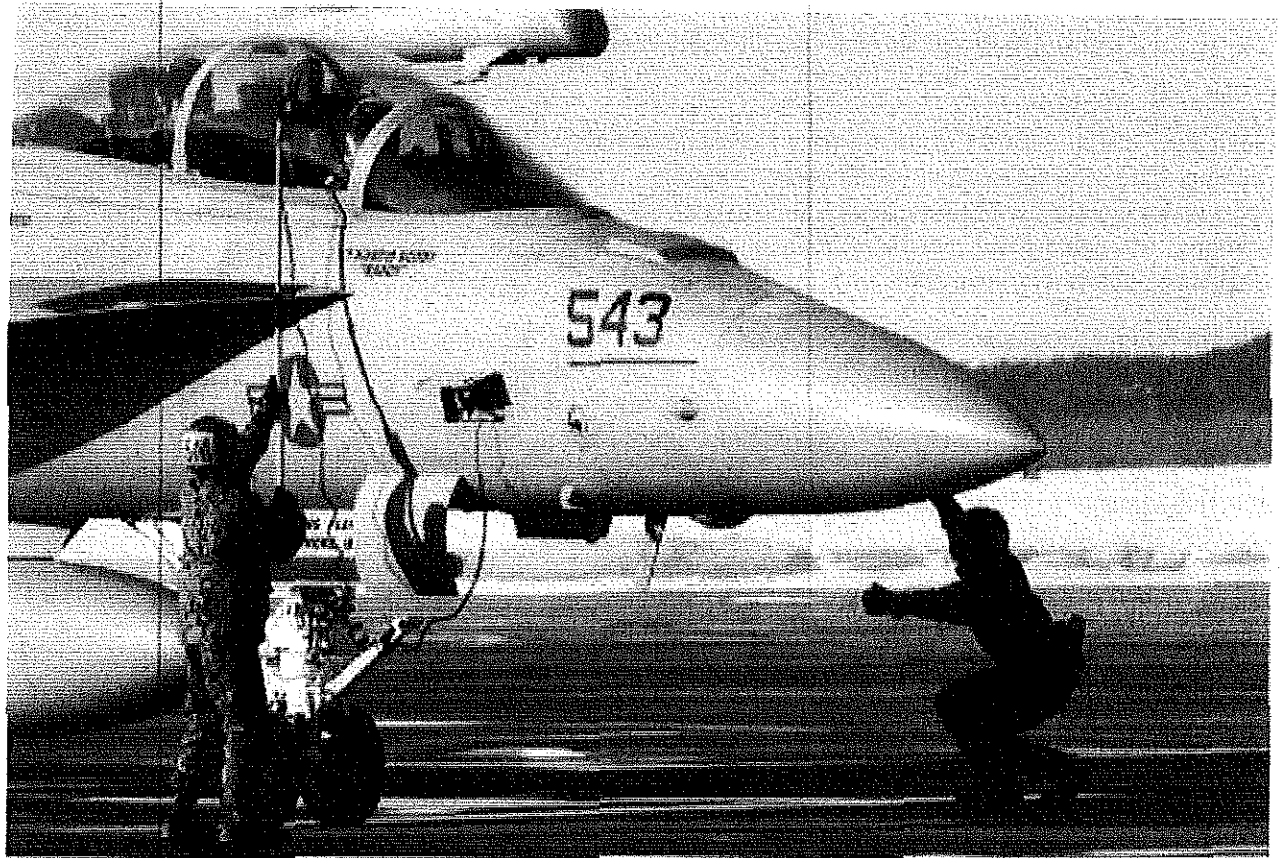
2

**4790 REPORTS SUBMITTED (HMR, TPDR, EI REQUEST, ETC.)**

13

**AIRCRAFT, SURVIVAL EQUIPMENT, GSE, FACILITIES SAFETY  
RECOMMENDATIONS**

0



## **VAQ-132 Wraps Up First Expeditionary Western Pacific Growler Deployment**

By LTJG Scott Chuda, VAQ-132 Public Affairs Officer

NAS Whidbey Island - Sailors and aircrew from Electronic Attack Squadron 132 returned to NAS Whidbey Island in February 2013 after successfully completing a seven-month Western Pacific deployment. The Scorpions spent the past seven months participating in joint and coalition exercises across the U.S. Pacific Command Area of Operations. This deployment saw the return of an expeditionary Airborne Electronic Attack squadron to Japan, the first such deployment since 2006.

The World Famous Scorpions of VAQ-132 left Whidbey Island at the beginning of July for Misawa Air Base, Japan. Located on the northern tip of Honshu, the main island of Japan, Misawa presented many opportunities and challenges that the Scorpions had to overcome. From searing summer heat to frigid winter snow, the Scorpions completed their deployment safely while maximizing training opportunities.

During their time in the Pacific, the Scorpions went on detachments to Australia, Guam, and South Korea supporting numerous international exercises. In addition, the Scorpions sent detachments to Kadena Air Base, Japan on several occasions.

The Scorpions were excited to work with international forces during the exercises. In September, the Scorpions spent three weeks in Guam in support of Exercise Valiant Shield. This exercise combined U.S. Air Force aircraft and expeditionary Growlers with Carrier Strike Group 5, on board the U.S.S. George Washington.

From Guam, the Scorpions then flew to Australia to participate in Exercise Growler 12 with Royal Australian Air Force FA-18F aircraft based at RAAF Amberley, Australia. While in Australia, they conducted a change of command for outgoing Commanding Officer CDR Jay Matzko, and welcomed incoming Commanding Officer CDR Dave Kurtz.

In November 2012, the Scorps participated in Exercise Keen Sword in Misawa, Japan. This exercise involved planning, briefing, and flying various defensive missions with the Japanese Air Self Defense Force and the U.S. Air Force squadrons based at Misawa. In December 2012, the Scorpions traveled to Osan Air Base, Republic of Korea (ROK), to participate in a Maritime Counter Special Operation Forces Exercise with the ROK Air Force and Navy, along with the U.S. Air Force and Navy.

Finally, the Scorpions sent an all junior officer detachment and small group of motivated maintainers to Kadena Air Base, Japan, to shoot a live AGM-88 High Speed Anti Radiation missile. The successful missile launch proved that the Scorpions are ready to respond to any tasking with sound mission planning and a will to employ kinetic and non-kinetic weapons anywhere in the world at a moment's notice.

"We experienced many different challenges on this deployment, especially with the weather, but our close knit group always found a way to pull through to make the jets ready to fly," said AM3 Stephanie Haymond.

While maintaining their currency at work, the Scorpions were also able to take part in various MWR activities and sightseeing trips on the islands of Japan and Australia. "I would really enjoy going back to Australia again soon," Said LT Nick Charnas. "That was one of the best times I have had in the Navy."

After receiving an award a week before heading home, AD3 Sterling Fleming said, "I'm so excited to get home," and when he heard he was getting delayed a day, he remarked "I'm going to swim home."

During their transit home, the Scorpions were able to enjoy a few days of tropical weather before entering the damp climate of Whidbey Island. The first stop for the Scorpions was Wake Island for two nights before

transiting the Pacific to Hickam Air Force Base in Hawaii. After a few more days ashore, the Scorpions made their final approaches into Whidbey Island to the delight of all present.

"This deployment was a great success. The squadron was able to prove itself in many different arenas across the Pacific and different weather conditions. The Sailors out performed any standard I could have set for them, and they are the reason why the rest of the fleet uses the Scorpions to set their standards," said CDR Kurtz, Commanding officer of VAQ-132.

Upon return, the Scorpions are looking forward to a few weeks of relaxation and recovery before getting back into the cockpit and flying continuously to prepare themselves for whatever challenges may be presented to them in the future.

## **Scorpions Harm Point Mugu**

By LTJG Scott Chuda

NAS POINT MUGU, CA - The Scorpions of VAQ-132 traveled to NAS Point Mugu in southern California to perform an AGM-88 "HARM" (High-Speed Anti-Radiation Missile) shoot on April 5<sup>th</sup>, 2013.

The HARM is the EA-18G's kinetic weapon option to combat enemy radars. The missile homes in on the radar emissions of enemy surface-to-air missiles, and allows the Growler aircrew another choice in combating complex Integrated Air Defense Systems (IADS). VAQ-132 made history in March, 2011 by becoming the first EA-18G squadron to launch the HARM in a combat situation during their participation in Operation Odyssey Dawn in support of a United Nations resolution to enforce a No-Fly zone over Libya.

The HARM shoot in Point Mugu gave the aircrew that were unable to shoot the HARM back in December an opportunity to learn how the missile system worked and how to properly employ it in a controlled environment. The detachment was supported by a small group of hand selected maintainers led by AOC(AW) Dennis Holloman. These Scorpions along with aircrew invested many weeks of planning and pre-flight preparation to ensure that the missile shoot was executed safely and efficiently.

The Scorpions representative for the shoot was LT Brian "Booger" Smith and LCDR Matt "Squeeze" Schlarmann. After being with the squadron for just over a year, LT Smith was given the opportunity to fire off the HARM, a missile he has performed numerous flights and simulators training to employ. Along with LT Smith, this was the first time LCDR Schlarmann had ever fired the HARM, even after four combat deployments, three of which were in the EA-6B Prowler.

"I was very nervous the night before the shoot" said LT Smith "I had dreams I was going to panic and my thumb wasn't going to be able to press the button but when I got in the jet my training took over and I was able to relax, which made the exercise a great success and very rewarding."

The Scorpions invested many hours of pre-flight preparation to ensure that the missile shoot was executed safely and efficiently. In addition to the Growler that fired the missile, a single VAQ-132 Growler participated to ensure that the range area was clear of all vessels and aircraft. A S-3 Viking from VX-30 was also involved, using its maritime patrol capabilities to ensure that the range was clear of any surface contacts.

The members of the shoot returned back to NAS Whidbey Island with an eagerness to continue their training for the next mission that may be placed in front of them.